

## ADMIRAL FISKE LEAVES OFFICE OF NAVAL AID

### Resignation Due to Lack of Harmony with Sec- retary Daniels.

## CAUSES A STIR IN NAVY CIRCLES

### Bureau Chief Long an Earnest Advocate of Reforms Opposed by His Superior.

[From The Tribune Bureau.]  
Washington, April 2.—Rear Admiral Bradley A. Fiske, U. S. N., aid for operations of the Navy Department, placed his resignation of that detail in the hands of Secretary of the Navy Josephus Daniels yesterday. The resignation was not made public and has not yet been officially announced. It is regarded here as the most significant demonstration of the weakness of the Daniels administration that has developed in the two years of his regime. He has greatly excited naval circles.

When seen by the correspondent of The Tribune to-night Rear Admiral Fiske declined to discuss his resignation beyond saying he had delivered the document to the Secretary yesterday. He explained that it was not a resignation from the navy, and he would serve in whatever capacity he might be chosen to serve during the remaining one year and two months of active service coming to him before retirement.

Secretary Daniels relieved Rear Admiral Fiske from duty as aid to-day. He said to-night he had not determined whom he would appoint to the post, but he had asked the advice of Admiral Winslow and would confer with Admiral Fletcher, Captain Winterhalter and other officers as to the best way of organizing the new bureau. President Wilson will be consulted before a final decision is made.

It has been well known in Washington for many months that the office of aid for operations had become a great burden to Rear Admiral Fiske. His position under Secretary Daniels has been made particularly irksome by the entire lack of accord between him and the civil head of the navy. The rear admiral has preached the doctrine of preparedness to his chief ever since he came into office. He has officially expressed the view that to meet the requirements of latter day naval warfare with complete efficiency the United States Navy would require five consecutive years of unabated effort by legislative, executive and military branches of the administration. He told this to the House Committee on Naval Affairs as long ago as last December.

The rear admiral was most definite in his explanation to the legislators. He showed them at the time that the requirements of war were not met by the present organization of the navy, and that the personnel, and an entire reform in the system of naval administration was necessary before the navy would be ready to combat any first class naval power on equal terms.

Urged a General Staff.  
Rear Admiral Fiske was an earnest advocate of the creation of a naval general staff. In this he was out of accord with Secretary Daniels. The Secretary in his testimony in December announced under the name of the general staff scheme. He expressed the view that the Secretary of the Navy was the indirect representative of the people of the United States, and that the President, who had been directly chosen by the people, and on him should rest all the responsibility. Rear Admiral Fiske took direct and definite issue with the views of his chief before Congress.

It is believed that other requests for transfer from the various bureaus in the Navy Department will be forthcoming soon. Much dissatisfaction exists among the chiefs of the various bureaus over the refusal of Secretary Daniels to adopt a policy in harmony with their views. This dissatisfaction is more or less widespread. Some of those high in authority point out that their usefulness is impaired in enforcing the policies laid down by the Secretary of the Navy.

Rear Admiral Fiske in his testimony before the House Naval Committee declared that it would take five years to get the fleet into condition successfully to meet an effective enemy, and that it would take three years to get the personnel up to a standard of efficiency necessary for the same purpose. He asserted that the United States had no general plan of naval development independent of those framed to meet economic exigencies, and that an immediate necessity, if a coherent plan of naval development was to be followed out, was the creation of a naval general staff.

The rear admiral also testified that the United States was deficient in scout cruisers, battle cruisers, destroyers and all other auxiliaries. He said the navy needed more target practice and more efficient officers in any service in the world. He is the author of "Electricity in Theory and Practice," "War Times in Manila," and numerous popular and technical articles on electricity and naval subjects. He was president of the United States Naval Institute in 1911 and 1912.

## Hawaiian Banker a Suicide.

Honolulu, April 2.—Mark P. Robinson, capitalist and vice-president of the First National Bank of Hawaii, shot and killed himself here to-day. In a note he indicated that his act was caused by a nervous condition due to

## MUST TAX MORGAN ART Appraisal to Go On, Even if Museum Loan Is Made Gift.

Deputy State Controller William Boardman, speaking yesterday on the subject of the Morgan loan exhibition, now in the Metropolitan Museum of Art, said:

"The collection is now subject to the inheritance tax, no matter what Mr. Morgan may decide to do. A special act might remove the tax were the collection to pass soon to the museum or some other institution, but our duty is clear and we shall proceed as soon as possible to appraise the museum collection. I do not know how long the work will take, but I judge it cannot be finished prior to Mr. Morgan's return to this country from England."

"I believe," Mr. Boardman continued, "that if the loan should now be converted into a gift the Controller would approve a bill to provide for its exemption. In any event, this office must now go on with the appraisal."

## CUPID CALLS MAYOR TO AID OF PASTOR

### Clergyman in Canada Wants to Get Wife Here—Girls, Please Write.

Backed up with a letter of commendation from the Bishop of Ontario and kind words from other persons of prominence, a clergyman of the Church of England from Barrie, Canada, has asked Mayor Mitchell to find him a wife in New York City.

When the Mayor replied he had no means of obtaining wives, but would be glad to publish his letter, the minister sent the following:

"Dear Sir: This is to thank you for kindly according to my request to aid me in finding a wife, and you may publish my want. I desire a well bred, cultured woman, healthy, cheerful, preferably not over thirty years of age. For publication let me repeat that I am an Episcopalian minister, graduate of a leading university, healthy, vigorous and bright, artistic and practical, affectionate and very devoted where deserved."

"I send you credentials that will enable you to attest my position and social standing."

"Of course, all communications will be honorably treated by me as strictly confidential."

In his letter, which was inclosed, the Bishop wrote:

"He is in good health, very active, full of pluck and energy. He could be designated as a manly man. He is about thirty years old and has no ties."

A letter from M. L. Mackenzie King, director of the Rockefeller Foundation for investigation of industrial relations in Ottawa, to the clergyman, which he sent to the Mayor, said that Mr. King had received "an exceedingly kind and generous letter" on the clergyman's behalf from her royal highness, the Princess Frederica of Brunswick and Lüneburg, which letter was written "by her royal highness in her own hand."

Barrie is a town of 5,500 people, with several manufacturing establishments and other industries, about sixty-four miles northwest of Toronto. It is the county seat of Simcoe County.

Any woman desiring to communicate with the clergyman on matrimony may address him at Postoffice Box 701, Barrie, Ont.

## DEATH ON LAST LAP OF 30-YEAR RUN

### Veteran Engineer Killed by Train as He Glances from Cab of Knickerbocker Express.

Charles McConville ended thirty years' service on the New Haven Railroad yesterday at the controller of the electric locomotive which was hauling the Knickerbocker Express on its last lap from Boston to New York. He carelessly stuck his head out just as the train passed and was killed instantly.

His assistant, Henry Greaser, heard the body drop to the floor and dashed to the controller. He stopped the train and efforts were made to revive the engineer. After twenty minutes the train proceeded to the Grand Central Terminal, where McConville's body was taken to the emergency hospital there.

The express, consisting of seven passenger cars, was due in this city at 6:10. Shortly before 5:30 o'clock the train was between Woodlawn and Williamsbridge, running at about ten miles an hour. The other train was going at about the same rate, but the blow was fatal to McConville's life. He was forty-eight years old, married and the father of three children. He lived in New Haven, which is also the home of Greaser.

## Mrs. Carman Calmly Welcomes New Trial

### "I Will Be Exonerated," Says Woman Who Will Face Jury May 3 on Murder Charge—Prosecutor Silent About Evidence.

Mrs. Florence Conklin Carman, wife of Dr. Edwin Carman, of Freeport, will be called again to answer for the murder of Mrs. Louise Bailey. Louis J. Smith, District Attorney of Nassau County, announced yesterday that he had moved the case for trial for May 3 to the Supreme Court to convene an extraordinary session. Justice Abel M. Blackman in all probability will preside at the second trial.

While the application remains to be signed, Mr. Smith said there is no doubt of his request for a second trial being granted.

Mrs. Carman did not know that she would be summoned for a second time to face a jury in connection with the shooting of Mrs. Bailey in Dr. Carman's office at Freeport on the night of June 30, 1914, until she returned to her home last night after an automobile tour on Long Island. She had been out with Dr. Carman all day, returning to their

## POILLON SISTERS OFFER LETTERS TO AID SWOBODA

### Charlotte Says He Warned Them of War and Helped Both Quit Europe.

## "NO SPY; I'LL RIGHT HIM," SHE DECLARES

### Secret Service Men Begin Their Investigation of Pass- port Issuance.

Charlotte Poillon, in whose home at 223 Riverside Drive Raymond Ralph Swoboda lived when he first came to New York, announced yesterday that she had letters which will clear the prisoner of Paris of the charge of being a French spy. These, she declared, she would turn over to Secretary of State Bryan as soon as she could consult with her lawyer.

About the same time a woman who said she was a Mrs. Andrews 'phoned to William Hooper, the Canadian backer of and sponsor for Swoboda, that she had a friend who possessed letters that would set Swoboda right with the world.

Miss Poillon repeated her offer to furnish letters that would set Swoboda free to Mr. Hooper in the afternoon, making an appointment for him to call at her flat last evening. On mature consideration and after advising with friends, Mr. Hooper did not make the call.

However, Secretary Bryan will not have the pleasure of reading the letters in the original. And Mr. Hooper will not be deprived of the knowledge of the material contained in the letters longer than breakfast time, for, after he failed to call, Charlotte offered the documents to several newspapers and finally found a buyer at reduced rates.

The letters are important only as corroborating her story that she knew Swoboda and had letters from him and that he was having a hard time of it in Paris.

### Swoboda's Friends Surprised.

The announcement in The Tribune yesterday that it was in the home of the Poillon sisters that Swoboda spent his first days in New York was a staggering surprise to the men who had been associated with him here. It never occurred to them to ask where he was stopping. And none of them would hazard a guess as to how he came in contact with them. According to the story he told them he was staying "with some friends he knew in Paris."

Charlotte Poillon said yesterday that she knew all about Swoboda. For once in the career of the sisters here they objected to publicity and were particularly indignant that any one would describe their apartment as a flat, or that "any one would be boob enough to think we'd live in a lodging house."

"Yes," said the larger of the two sisters, "I know all about this man. I've got his photograph and I've got a bunch of letters he wrote me after we left Europe. I know all about how he feels about the war and the nations at war. I'm going to protect him. I'm going to give him to Secretary of State William Jennings Bryan after I see my lawyer."

"Never mind the Poillon sisters. We can take care of ourselves. I don't like this being called Charlotte. It ain't refined enough. I am Miss Poillon. And don't forget that we went to this beautiful apartment of ours as a flat. We have three baths and several servants. I've got my motor car and Katherine has hers, too."

"And don't forget that we went to Europe three times last year."

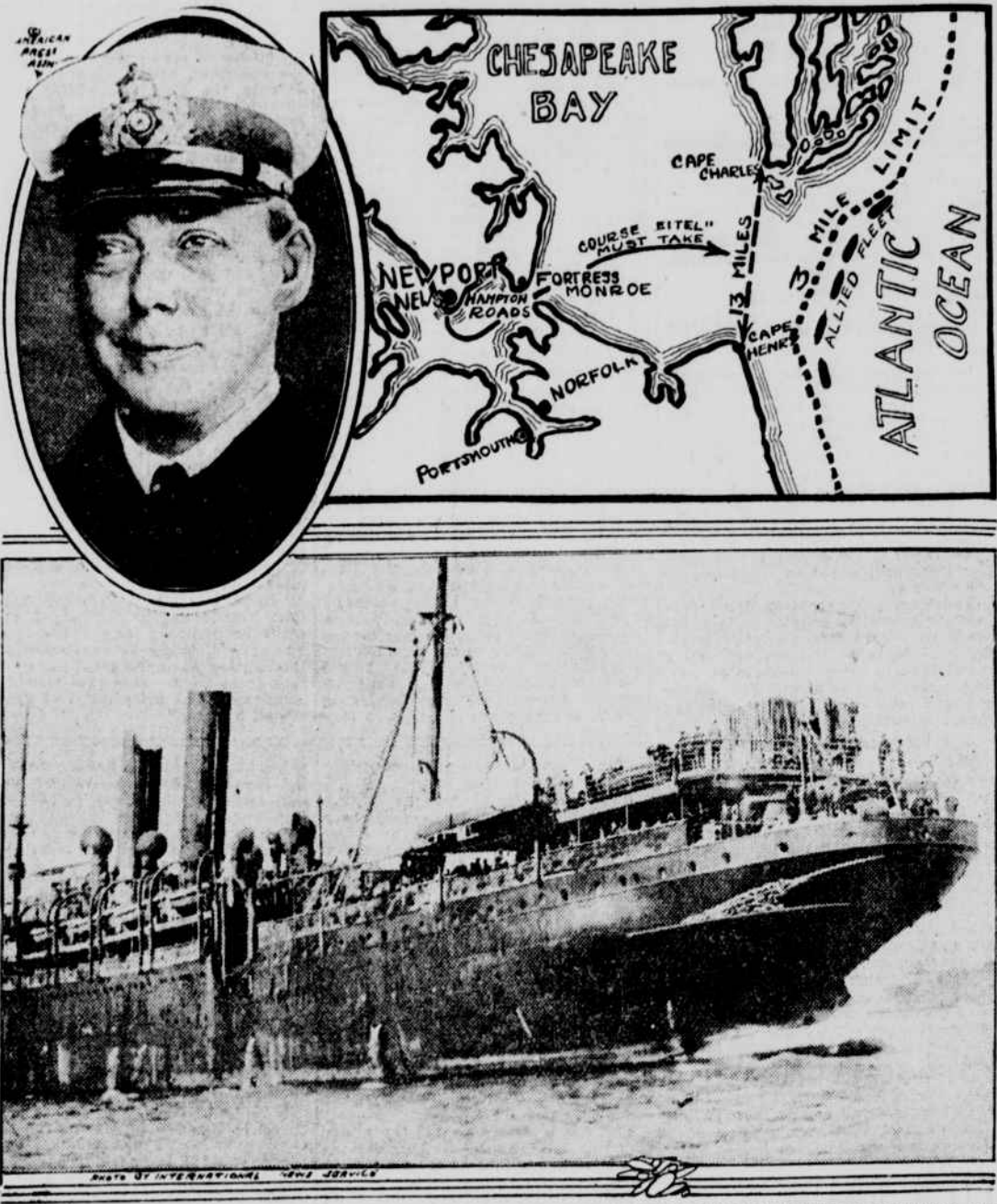
### Seek Passport Evidence.

Agents of the Department of Justice who began an inquiry yesterday into the manner of Swoboda's securing a passport in New York are expected to call on the Poillon sisters to-day for such information as they may possess. The officials are particularly desirous of learning what basis the women have for stating that Swoboda is not an American.

To friends of Swoboda who telephoned for information.

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## Prinz Eitel Ready, Awaits Only Order to Brave British Cruisers at Sea



CAPTAIN THIERICHENS, THE PRINZ EITEL FRIEDRICH AND THE WATERS WHERE ALLIES' WARSHIPS ARE LYING IN WAIT TO SINK THE GERMAN RAIDER.

## NAVY WATCHING GERMAN LINERS

### Rumor of Impending Dash Is Denied, but Patrol Shows Activity.

Orders were received last night by the Parker, one of the two United States torpedo boats stationed off Quarantine, to proceed up the North River. The destination of the vessel could not be learned. She left her anchorage soon after midnight and started up the bay. According to a rumor along the waterfront, she was to take up a station near the docks of the German steamship lines, it being feared that some of the large merchantmen tied up there might take advantage of an apparent opportunity to slip out to sea.

From Newport News came word that the Prinz Eitel Friedrich was ready to put to sea. The guard of allied cruisers that has been maintained about the entrance to New York Harbor since the beginning of the war was believed to be relaxed. Dudley Field Malone, Collector of the Port, was taking no chances.

All seemed quiet at the Hamburg-American and North German Lloyd Line piers. A tug of the Hamburg-American Line, stationed off the end of a pier played the rays of a searchlight upon the steamships stationed there. The sea giant Vaterland was the centre of the lamp's bulleseye. This watch, with a searchlight, has been kept up since the vessels were interned. On the piers all was darkness. Not a sign of activity indicated that the fears of the authorities of the port were founded on anything more than imagination.

Rumors that German merchant vessels interned in the waters about New York were about to make a dash for sea with coal for cruisers were laughed at yesterday at the Custom House. Not one of them would have a ghost of a chance of passing the neutrality patrol that is guarding all exits from the harbor, it was asserted.

Down toward the Narrows, lying off Tompkinsville, are the torpedo boat destroyers Macdonough and Parker. The Dolphin is also watching every steamer that passes out to sea. In the Sound, off Whitestone, the torpedo boat destroyer Drayton is lying.

The fastest German vessel in port, the Vaterland, has a speed, when forced, of not more than 26 knots. The others run from 20 knots down to 14. It was pointed out that their chances of eluding pursuers and violating the customs laws by leaving port without clearance papers were small when the relative speeds of the torpedo boat destroyers were considered. The Drayton can do 30.83 knots, the Macdonough 30.5 knots, and the Parker 29.55 knots an hour. Several navy yard tugs are assisting in the lookout.

## Setting the Stage in Paterson for Billy Sunday

### His meetings do not just happen. They are prepared— carefully staged and worked up beforehand. The whole astonishing story in The Sunday Tribune to-morrow.

### Another Beautiful Number of the Brown and Green Graphic Section with THE SUN- DAY TRIBUNE. No Additional Charge.

## "If We Can Fool the Enemy for Just Two Hours He Will Never Get Us," Says German Raider's Officer.

### [From a Staff Correspondent of The Tribune.] Newport News, Va., April 2.—The big day or the big night, whichever it may be, on which the German converted cruiser Prinz Eitel Friedrich will start for the open sea is not far off. She is ready. Only the word of her captain or some one higher up in the imperial German navy is necessary now to send her out for further conquest or a final resting place somewhere on the fringe of that stingy border called the limit of three miles.

An officer high in authority on board the merchant raider and close in touch with Commander Thierichens said to-day that the Eitel positively would try conclusions with the British watchers beyond the Capes.

Strict orders were issued to allow no one on board the vessel without special permission from her master, and the few visitors who did get aboard were known to him. The skipper sent word ashore that a Tribune representative would be most welcome to the Eitel, but explained that, as he had an urgent appointment with a dentist, he could not remain on the ship to receive him. It was the finishing touch to a three days' dental job that had to be done on the square set, Teutonic jaw before giving battle to the British, and, like his ship, Captain Thierichens did not want to meet the enemy unprepared.

## "In Bremen by Summer."

The officer, who received for the skipper is a tall, well upholstered specimen of the German sea fighter. His smooth shaven, plump face, colored like a peach, broke into a wonderful smile when the blunt question, "Are you going to get out?" was flung gently at him. His large white teeth, even as the row of rifles that hung in racks beside him, clicked as he answered with half-disdainful but awfully human tone: "Yes. We will be in Bremen by summer."

"I suppose you know that there are four of them outside waiting for you?" he was asked.

"What of that?" he answered. "It would make no difference if there were seven. It was harder to get in here than it will be to get out. We heard seven of them in one day, and we were not caught. What more need be said?"

Asked if he did not realize that he was outnumbered by the enemy, the officer replied by pouring his fist good naturedly on the teak rail and laughing heartily.

"The great big British navy has done

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## OFFICERS FEAST AS SOLDIERS STARVE

### Przemysl Garrison's En- listed Men Faint with Hunger—Cats at \$2.

[By Cable to The Tribune.]  
Przemysl, March 30 (delayed).—Przemysl is a story of an impregnable fortress, two or three times over-garrisoned with patient, haggard soldiers, starving in the trenches, and sleek, faultlessly dressed officers living off the fat of the land in fashionable hotels and restaurants.

It is probable that the supplies were uneconomically expended, with the result that when the push came the situation at once became acute and the sufferings of all classes, except the officers, became general. First the cavalry and transport horses were consumed, then everything available. Cats were sold at \$2 and fair-sized dogs at \$5 apiece.

While the garrison became thin and half starved, the mode of life of the officers in the town remained unchanged.

Until the last the officers had their three meals a day, with fresh meat, cigars, cigarettes and wines and every luxury, while their own orderlies and servants begged for a slice of bread. While the officers' diet was merely threatened with curtailment, private soldiers were seen actually to fall in the streets from lack of nourishment.

The officers are reported to have retained their private thoroughbred riding horses until the day before the surrender, when two thousand of them were killed to prevent them from falling into the hands of the Russians.

One Russian officer, on entering the town, saw hundreds of bodies of beautiful thoroughbred horses, with half-crazed Austrian and Hungarian soldiers tearing into the stables with their faces and hands smeared with blood as they devoured the raw flesh.

The Austrian officers showed not the slightest sign of being disconcerted or humiliated at the collapse of their fortress.

The entire conduct of the siege on the part of the garrison seems to be entirely without explanation. The Austrians had throughout plenty of ammunition, and they certainly greatly outnumbered the Russians, yet they made but one real effort to break out, this occurring three days before the surrender.

Civilians as well as prisoners are unanimous in their praise of the Russian officers and soldiers, who have shown nothing but kindness and delicacy of feeling since their entrance into the fortress. This consideration is utterly wasted on the captured officers and are quite complacent in their relations with the Russians.

## FOR SUNDAY—RAIN

### Weather Man Takes Joy Away from Easter Paraders.

"For Sunday—RAIN."

Thus does the heartless weather man take the joy out of the lives of thousands of maidens fair—and some males, also—who for months have been preparing the hats and gowns that go so far to make up the gorgeous effects of the Easter parade. Thus does—but shown nothing but kindness and delicacy of feeling since their entrance into the fortress. This consideration is utterly wasted on the captured officers and are quite complacent in their relations with the Russians.

"Later in the day, clear."

The sigh of relief is useless. It will be no weather, apparently, for light Easter wear, for he adds:

"With fresh easterly GALES."

## U. S. NOTE ARGUES WITH BRITAIN, BUT MAKES NO THREATS

## RYE BREAD FAD LIFTS GERMAN FLOUR BAN

London, April 2.—Some of the restrictions against the use of wheat flour in Germany for making bread and pastry have been removed, says a Reuter dispatch from Amsterdam. This step has been taken because of the increased consumption of rye bread, which resulted in the use of an undue proportion of that grain rather than wheat.

## GERMANY ADDS REPRISAL THREAT TO 6 SHIPS SUNK

### Captive British Officers Will Be Treated as Are Submarine Crews.

## 2 BOATS DESTROYED FLY NEUTRAL FLAG

### Dutch Vessel Loses One Killed and Seven Missing—Norwegian Gets Explanatory Note.

The Germans have destroyed six more unarmed vessels, one Dutch, one Norwegian and four British. Five were victims of submarines, one possibly of a mine. One man was killed on the Dutch steamer, and seven of the crew are missing.

While dispatches recounting these disasters were coming in the British Foreign Office announced that a note from Germany had been received threatening reprisals on a British officer for each captive member of a German submarine crew treated otherwise than other prisoners of war. The British reply offered no compromise.

## Officers Feat as Soldiers Starve

[By Cable to The Tribune.]  
London, April 2.—News of the sinking of six more unarmed vessels, two of them flying flags of neutral nations and four British, by the Germans reached London to-day. Loss of life was confined to the Dutch steamer Schieland, on which one of the crew was killed by the explosion, and seven of whose crew who embarked in a lifeboat are missing. There is a possibility that the Schieland struck a mine, though all the others are known to have been destroyed by submarines. Both of the foreign boats and three of the British were sunk in the North Sea.

The three British craft destroyed in this area were the trawlers Gloxiana, Jason and Nellie. They were victims of the German U-10. The second neutral ship was the Norwegian bark Nor, which was sent to the bottom by the U-20.

Sunk by the U-28.

The sixth vessel lost, the British steamer Eston, until recently known as the Southpoint, was sunk off Cape Finisterre, at the western end of the English Channel, by the U-28.

The Dutch steamer Schieland was blown up yesterday morning at a point twenty-four miles from Spur Head, on the east coast of England, at the entrance to the Humber. The report of the killing of one of the vessel's crew was brought to Hull by the captain, and seven other members of the crew, who fear that the ship's other lifeboat, with seven sailors, is lost.

The Schieland was a vessel of 653 net tonnage and was built in 1909. She was 221 feet long, 33 feet beam and 12 feet deep. Her home port was Rotterdam.

## German Gives Credentials.

The eleven men of the crew of the Norwegian bark Nor, torpedoed yesterday northwest of the Dogger Bank, were landed to-day by the steamer Unità at the Hook of Holland.

They reported that the German submarine burned their ship and that the captain gave them a certificate stating that it had been done under the provisions of the Declaration of London. Captain Simensen of the Nor, according to a dispatch from Rotterdam, said:

"As soon as I sighted the submarine she signalled me to stop. I was ordered aboard the submarine with the ship's papers. I went and was told that my cargo was contraband, that the ship would be destroyed and that I and the crew must go in boats to the steamer Unità, which had been ordered to stand by. Her cargo already had been examined and declared all right, but the captain had been told that, instead of going to Hull, where he was bound, he must go to Rotterdam and land me and the crew."

"The commander of the submarine took possession of one of my boats, in which he sent two of his crew aboard the Nor. The pier is closely guarded day and night, and this vigilance will be increased as sailing time, 10 o'clock, approaches."

Richard Croker, who will take his Indian bride across for a glimpse of the "old sod," will be among the passengers. So will Frederick W. Whitridge, president of the Third Avenue Railway, and Mrs. Whitridge. Other passengers include William O'Donnell (Iselin) and Miss Louise M. Iselin, Canon James Owen Hannay, the Irish writer known as George A. Birmingham; Captain Granville Fortescue, Colonel A. Y. Burton, of the Canadian army; Gerald Morgan, the war correspondent; Anthony J. Drexel, Lord Castlemaine, Mme. Lalla Vandervelde, wife of the Belgian Minister of State, who has been seeking aid for her suffering countrymen.

There will also be aboard Mrs. William B. Leeds, Lieutenant Commander S. Takatschi, of the Japanese navy; Mr. and Mrs. Charles E. Russell, of this city; Captain D. L. Hough, Dr. Charles E. Fearn, of Chicago, and Mr. and Mrs. Frederick T. Biskeman, of Mount Kisco.

## Forecast Shows Ref- er nces to P ssible Action Avoided.

## BRITAIN'S POLICY CALLED ILLICIT

### Washington Hopes for Modification of Present Reprisals System.

## ONE IS FRIENDLY TONE

### President Wilson Held in Eng- land To Be Author of All Recent Notes.

[By Cable to The Tribune.]  
London, April 2.—From an authoritative source The Tribune has obtained a general description of the American note protesting against the British reprisals. It is a lengthy communication, one of the chief characteristics whereof is an expression of American friendship for England. President Wilson—for it is he who, in England, is held to be the author of all these communications—dwells rather conspicuously on the long continued peace between the two nations and remarks how the two nations have remained on terms of complete concord for a century.

The note, though firm and precise in its general tone, is not particularly vigorous in those parts setting forth America's objections to the Allies' long-distance type of blockade, nor is it aggressive in any part. Notably, it fails to make any promise of drastic action if America's objections are not met, as was stated in a Washington dispatch to the London newspapers two days ago.

## British Precedents Quoted.

The note is a legal document containing citations showing the illicit nature and the illegality of the blockade, and emphasizing how the new Anglo-French policy contrasts with previous international law, including the rules and regulations always followed by Great Britain herself. It quotes British precedents which support American objections to the policy now adopted.

The interference with America's commerce with neutral countries is, of course, dwelt upon, and it is pointed out that by the new commercial community interference with respect to contraband provedly destined for the enemy.

The area of the blockade, which under the present scheme is being carried on at a great distance from all German ports, is another important feature of the American point of view as embodied in the note. The Tribune understands that the note makes certain suggestions, but concerning this no absolute information is obtainable.

## People Approve Policy.

There can be no doubt, however, that the note will in no way alter the Allies' determination upon these reprisals if for no other reason than that public opinion would tolerate no abandonment of the scheme. The public mind is inflamed by the Falaba and other similar cases and does not consider the government is going far enough as it is. Modifications, however, are possible. The note states that the note makes certain suggestions, but concerning this no absolute information is obtainable.

While the note clearly defines American objections and protects American interests, it is deprived of any acerbity by the tone of frank friendliness which runs through the whole document. It is generally considered here that England has a very good case against American objections in the precedents furnished by the Civil War. It was then that the note makes certain suggestions, but concerning this no absolute information is obtainable.

## LUSITANIA TO DEFEY GERMAN BLOCKADE

More than 200 first cabin passengers and 175 second class will brave the German submarine patrol of the English coast this morning when the Lusitania sails for Liverpool. The most notable array of travelers to set out to cross the ocean since the war began will be on the big Cunarder.

A careful investigation has been made of all passengers unknown to the line. The pier is closely guarded day and night, and this vigilance will be increased as sailing time, 10 o'clock, approaches.

Richard Croker, who will take his Indian bride across for a glimpse of the "old sod," will be among the passengers. So will Frederick W. Whitridge, president of the Third Avenue Railway, and Mrs. Whitridge. Other passengers include William O'Donnell (Iselin) and Miss Louise M. Iselin, Canon James Owen Hannay, the Irish writer known as George A. Birmingham; Captain Granville Fortescue, Colonel A. Y. Burton, of the Canadian army; Gerald Morgan, the war correspondent; Anthony J. Drexel, Lord Castlemaine, Mme. Lalla Vandervelde, wife of the Belgian Minister of State, who has been seeking aid for her suffering countrymen.

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